

CONSUL LAURIAT REPORTS FIFTY-ONE AMERICANS SAFE

Fifty-one Americans aboard the Lusitania have been saved, according to an official dispatch to the State Department today from Consul Lauriat at Queenstown. He put the number of rescued of all nationalities from the Lusitania disaster at 634. An earlier dispatch from him had said 700. The consul's latest message added the names of four Americans saved to those mentioned in his previous dispatch. Few others were rescued, he said.

Several unidentified bodies had been recovered, the consul reported.

The four additional names mentioned by Consul Lauriat are N. N. Allen, Patrick Shattery, Mr. Byington and Mr. Brooks.

The consul added that the Americans would proceed Saturday afternoon for London, reaching there Sunday.

FIRST CABIN AMERICANS SAVED, LOST OR MISSING

Below are Americans given in the list of first-cabin passengers who are known to have survived and who are either lost or missing. The list probably is not complete in either respect, as some of the missing may be found among the survivors, and as it is possible some of the survivors may be found to be among the lost or missing.

SURVIVORS.

Adams, Mrs. Boston.
Allen, N. N., New York.
Bernard, Oliver, Boston.
Bernard, C. P., New York.
Bowling, Charles W., New York.
Brandell, Miss Josephine, New York.
Brooks, J. H., New York.
Bunwell, J. S., New York.
Burnside, Mrs. J. S., New York.
Byrne, Michael G., New York.
Burgess, Hy G., New York.
Conner, Miss Dorothy, New York.
Fisher, Jr., Howard, Washington.
Gauntlett, Fred J., New York.
Grab, Oscar F.
Hammond, O. H., New York.
Hendrick, C. C., New York.
Harris, Dwight C., New York.
Jeffrey, C. T., Chicago.

LOST OR MISSING.

Adams, Henry, Boston, Mass.
Adams, W. McE., New York.
Adams, A. H., New York.
Baker, Miss M. A., New York.
Billicke, Albert C., Los Angeles.
Billicke, Mrs.
Bistis, Leonidas, Atlanta, Ga.
Black, J. J., New York.
Bloomfield, Thomas, New York.
Brodrick, C. T., Boston.
Brodrick, Cloete W., San Antonio.
Brown, Mrs. M. C., New York.
Bruno, H. A., Montclair, N. J.
Bruno, Mrs. Montclair, N. J.
Burnside, Miss, New York.
Crickton, Mrs. William, New York.
Crompton, Paul, Philadelphia.
Crompton, Mrs. Infant and nurse, Philadelphia.
Crompton, Master Steven, Philadelphia.
Crompton, Master John, Philadelphia.
Crompton, Master Romely, Philadelphia.
Crompton, Miss Alberta, Philadelphia.
Dearbergh, R. E., New York.
Depage, Mrs. A., New York.
Dingwall, C., Chicago.
Drake, Audley, Detroit.
Dredge, Alan, New York.
Dredge, Mrs. New York.
Forman, Justus M., New York.
Fowles, Charles F., New York.
Fowles, Mrs. New York.
Freeman, Richard R., Jr., Boston.
Fried, Edwin W., Farmington, Conn.
Frohman, Charles, and valet, New York.
Gorer, Edgar, New York.
Grant, Montague T., Chicago.
Grant, Mrs. Chicago.
Hammond, Mrs. New York.
Hingwall, C., Chicago.
Hodges, William S., Philadelphia.
Hodges, Mrs. Philadelphia.
Hodges, W. S., Jr., Philadelphia.
Hodges, Dean W., Philadelphia.
Hopkins, A. L., New York.
Hubbard, Elbert, East Aurora, N. Y.
Hubbard, Mrs. East Aurora, N. Y.
Hutchinson, Miss P., Orange, N. J.
Jolivet, Miss Rita, Chicago.
Jones, Miss New York.
Kean, Dr. Owen, New York.
Kennedy, Mrs. C. H., New York.
Kennedy, Miss Kathryn, New York.
Kesser, Harry J., Philadelphia.
Kling, T. B., New York.
Klein, Charles, New York.
Knight, C. Harwood, Baltimore.
Knight, Miss Elaine H., Baltimore.

FIRST CABIN SURVIVORS ANNOUNCED BY CUNARD LINE

NEW YORK, May 8.—The survivors in the first cabin, as given out at the Cunard offices today, follows:
Lady Allan, Montreal.
Julian De Ayala, consul general for Cuba at Liverpool.
James Baker, England.
C. P. Bernard, New York city.
E. Boulton, Jr., London.
Charles W. Bowring, New York and London.
Miss Josephine Brandell, New York.
H. H. Brooks, New York.
A. J. Byington, London.
P. Bunwell, New York.
Ding, T. B., New York.
Miss Doris Charles, London.
Rev. Cowley Clarke, London.
A. R. Clarke, Toronto.
H. G. Colebrook, Toronto.
Miss Dorothy Conner, New York.
A. B. Cross.
Dr. Howard Fisher, New York.
Fred J. Gauntlett, New York.
Gauntlett, Fred J., New York.
Oscar F. Grab, New York.
O. H. Hammond, New York.
Dwight C. Harris, New York.
Dean W. Hodges, Philadelphia.
C. T. Jeffrey, Chicago.

AMERICAN SURVIVORS. (Reported by Consul Lauriat at Queenstown.)

O. S. Grab.
Maj. and Mrs. Pearl and two children.
Mrs. Jessie Taft Smith.
Charles C. Hardwick.
Stuart D. Pearl.
Arday Pearl.
Mrs. Stanley.
L. B. Hines.
C. T. Hill.
Robert Rankin.
Miss Loney.
Mrs. William Doherty and infant.
Thomas Phillips.
William McMadams.
J. H. Houghton.
John M. Sweeney.
Oaden H. Hammond.
J. H. Brooks.
Charles T. Jeffry.
Mrs. C. H. Lund.
Arthur Shepperdon.
Dr. T. V. D. Moore.
Clinton Bernard.
Herbert Light.
J. Linson, Jr.
Edith Williams.
James J. Leary.
Thomas Slidell.
Mrs. John Wolfenden.
Mrs. Nina Holland.

George Kissler.
Mrs. Thomas Mesh.
George A. Kessler.
L. L. McMurray.
Robert Kay.
R. R. Lockhart.
Owen Cannon.
Dwight C. Harris.
Fred S. Judson.
Ed M. Collis.
H. C. Wright.
F. J. Gauntlett.
S. N. Knox.
Patrick O'Donnell.

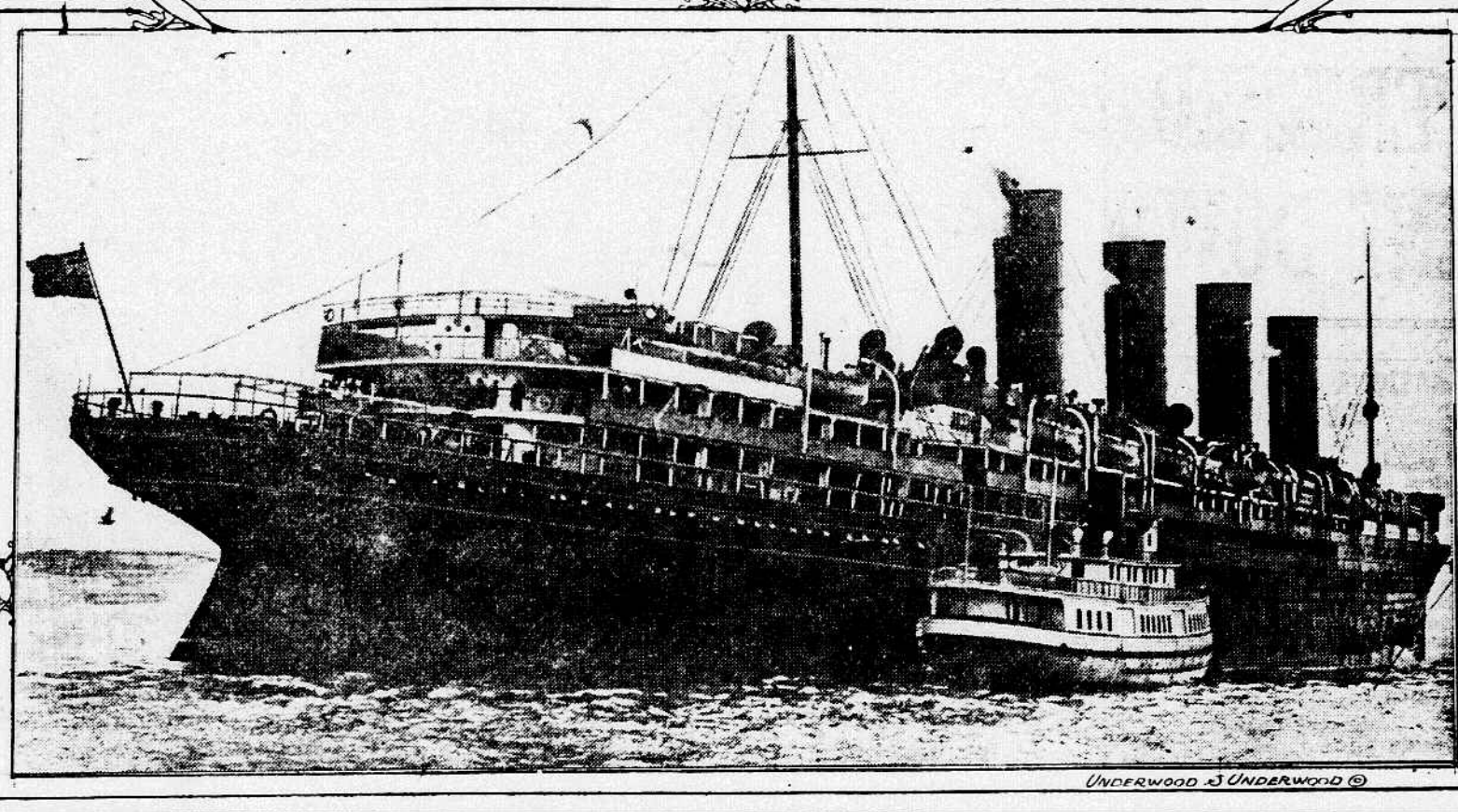
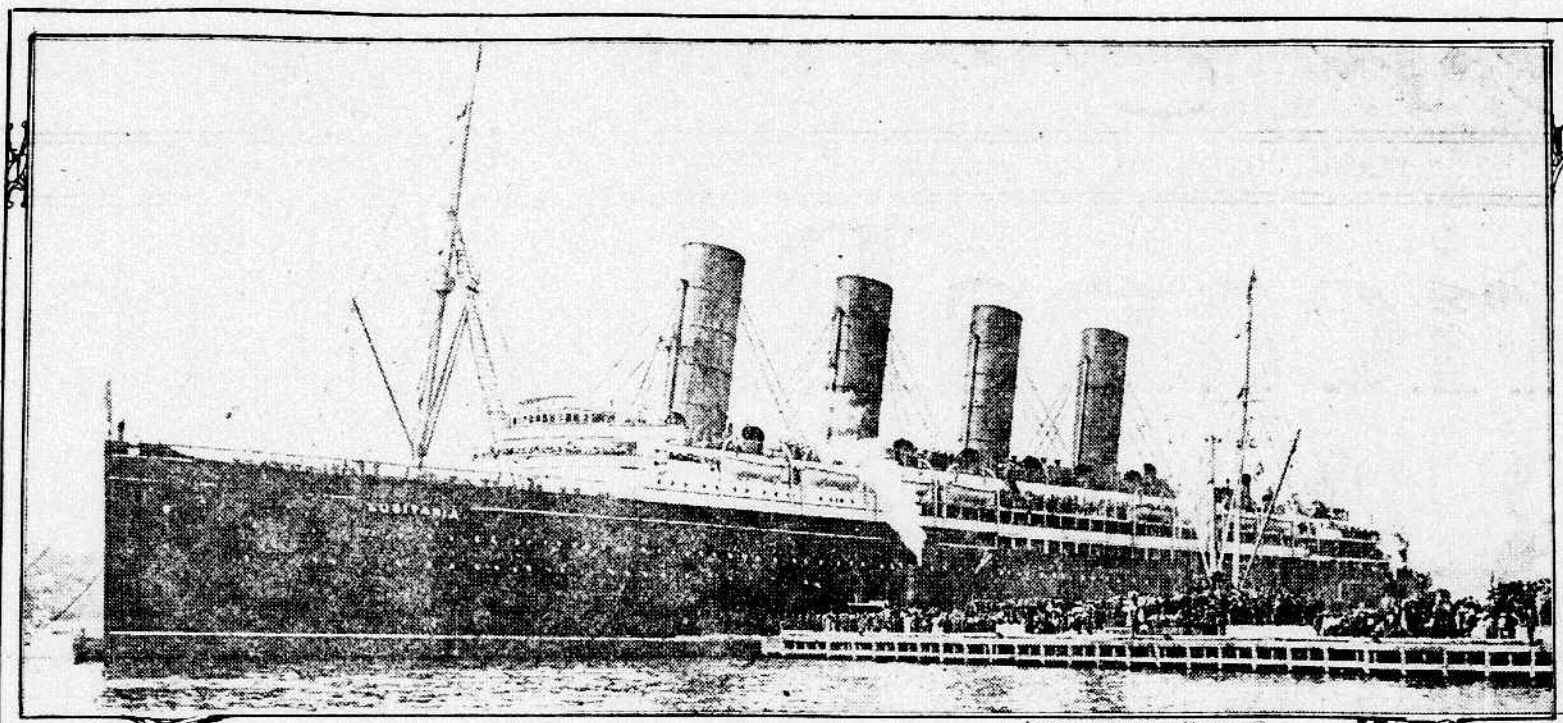
BAR GERMAN OFFICIAL NEWS.

Swiss Cantonal Authorities Act Independently of Federal Officials.
GENEVA, Switzerland, May 8.—The cantonal authorities in the cantons of Bern, Zurich, Geneva and Lucerne have issued orders that in the future no official German telegrams shall be posted in public places in these cantons.
The Swiss federal authorities have taken no action against this giving out of German news. The measures are confined entirely to the local administrations.

300 MORE CANADIANS FALL ON BATTLE LINE

OTTAWA, Ontario, May 8.—Names of more than three hundred members of the Canadian contingent serving in France were contained in a casualty list issued by the militia department today. Included in the list were the names of many missing soldiers of the 14th Battalion, believed to be captured by the Germans.

TWO VIEWS OF BIG LINER SENT TO BOTTOM BY GERMAN TORPEDO.



MORE THAN 1,300 MISSING OF THOSE ON LUSITANIA

(Continued from First Page)

from Cork stating that forty-five more survivors from the Lusitania have been landed at Queenstown by a drifter.

SLENDER HOPE OF OTHER RESCUES.

Of those who were saved, 595 were landed at Queenstown, and eleven at Kinsale, while fifty-two others are reported to be aboard a steamer.

All but one of the rescue fleet of torpedo boats, tugs and trawlers, which went out from Queenstown have reported. There is a slender hope that fishing boats may have rescued a few more.

SCORES OF BODIES LANDED.

In addition to the living brought ashore the bodies of 124 who died of injuries or were drowned, have been landed at Queenstown. Five more are at Kinsale, and it has been reported that an armed trawler, accompanied by two fishing boats, has picked up 100 others.

The work of compiling a list of those saved is progressing slowly because of the indescribable confusion at Queenstown, but apparently few of the first-cabin passengers are among the survivors.

FIFTY-ONE AMERICANS SAVED.

The United States consul at that port can account for only fifty-one Americans saved out of 188 who were aboard.

His roll does not include the names of Alfred Gwyne Vanderbilt, Charles Frohman, Elbert Hubbard, Justus Miles Forman, the author, or Charles Klein, the playwright.

Mr. Vanderbilt apparently perished, according to a message to Ambassador Page from the United States consul at Queenstown.

Of the Americans aboard, 106 were in the first cabin; 65 in the second, and 17 in the steerage.

A number of survivors have been landed by fishing boats on Sovereign Island, in the vicinity of Galleyhead. Many are in a serious condition, and it is feared that some will not survive.

CARING FOR THE INJURED.

The following message has been received by the Cunard Steamship Company from its offices at Queenstown:

"The Stormcock has landed about 160 passengers and crew. The trawlers Cock and Indian Empire have on board about 200; the tug Flying Fish about 100; three torpedo boats 45 and four dead.

"We are putting up those landed at hotels and boarding houses, but cannot give a list of survivors for some time, as the passengers are in such a state that their immediate wants must be given first consideration."

LIST OF LUSITANIA PREVENTED LAUNCHING OF ALL HER BOATS

QUEENSTOWN, via London, May 8, 10:26 a.m.—The various craft that yesterday afternoon went out from here to the scene of the Lusitania disaster returned to Queenstown last night and early this morning. All of them brought survivors in greater or lesser number.

It is now estimated here that 600 will be the outside number of those saved. No trace has been found here of either Alfred G. Vanderbilt or Charles Frohman.

124 DEAD AT QUEENSTOWN.

The latest rescue boats to arrive are bringing mostly bodies of the dead picked up from the water at the scene of the disaster. The dead now here number 124, and many of them are women.

The naval and military authorities of Queenstown are rendering every assistance possible in the removal of the dead and in assisting the injured to hospitals. The manager of the Cunard line has taken ample hotel accommodation as well as rooms in lodging houses, and here the survivors are being sent. Queenstown has never witnessed such a scene before.

The dead are being conveyed to morgues and undertaking establish-

ments, and numbers of motor cars have been brought into service to take the injured to hospitals. The less serious injured are being helped ashore by sailors and soldiers.

SURVIVORS HAUNT THE DOCKS.

Both men and women rescued, if they are able to walk, refuse to remain in their hotels. They haunt the docks, waiting and watching for friends and relatives. Many of the survivors are still bewildered from their terrible experiences, and their accounts of the sinking of the Lusitania are not entirely clear. It is to be noted, however, that one and all unite in eulogizing the manner in which the ship's officers behaved.

Five minutes after the Lusitania was hit with the second torpedo amidships she had listed to such an extent that the lifeboats on one side could not be launched at all.

The work of getting as many people as possible, for the most part women and children, into the only boats that could be got clear was at once undertaken by the captain and officers and men of the Lusitania, and performed efficiently and with heroism.

BATTLE FOR LIFE IN SEA.

The scene as the big liner went down is described by the survivors as heartrending beyond words. Battling for life, the passengers called to relatives and friends or bade each other good-bye.

The small boats which had got away from the side of the liner picked up a good many survivors, who, with life belts or clinging to wreckage, were floating on the surface of the water. But soon the boats all were crowded.

These boats were in turn picked up by rescuing steamers coming at full speed from shore points, but in many cases four or more hours elapsed before the rescuers reached the scene. In many cases the only work left for the rescue workers to do was to collect from the water the floating bodies of the dead. Several passengers were taken aboard trawlers, severely injured, only to die before they could be transferred ashore.

HEAVY FIRST CABIN LOSS DUE TO CONFIDENCE IN THE SHIP

LONDON, May 8.—The heavy loss of life among the Lusitania's first cabin passengers is believed to have been due to the calmness and self-possession they displayed in face of danger. Most of them were at luncheon when the vessel received her death blow and declined to join the rush for the boats and life belts.

They believed the Cunarder would remain afloat until assistance could arrive. A considerable proportion of those at Queenstown are members of the crew, including Capt. Turner, with the first and second officers. All the other officers are believed to have perished.

RULE OF SEA OBSERVED.

There is no evidence, however, that the time-honored rule of the sea, "women and children first," was violated. At least one of the survivors, a Toronto newspaper man, gives evidence that there was no panic among the crew and that the sailors acted promptly in getting the passengers into the ship's boats.

Apparently every precaution had been taken against a surprise attack by a submarine. Lookouts were on the alert constantly as the giant steamship speeded toward the Irish coast. Difficulty was experienced in launching the boats because of the heavy list of the Lusitania almost immediately after she was torpedoed. Several of the frail craft evidently capsized as they were launched or soon afterward.

SAVED BY LIFE BELTS.

Many of the passengers owed their rescue to life belts, which kept them afloat until they were picked up by boats. Among this number was Lady Mackworth, daughter of David A. Thomas, the Welsh coal king, and Julian de Ayala, Cuban consul general at Liverpool.

Investigation has failed to reveal that the steamer was given warning of the proposed attack by the submarine, which appears to have been lurking off the Irish coast bent upon destroying the largest and fastest ship engaged in transatlantic traffic.

The lookouts sighted the periscope of a submarine a thousand

yards away, and the next instant they saw the trail left by a torpedo as it flashed on its course.

Then came a terrific crash as the missile pierced the liner's side, followed almost immediately by another which littered the decks with wreckage. The course of the liner was at once turned toward shore.

FOUR TORPEDOES FIRED.

Four torpedoes apparently were fired at the Lusitania, but only two of them found their mark. The loss of life caused by the torpedoes themselves and the explosions they caused must have been terribly heavy.

The tragic freight of bodies taken to Queenstown bears evidence of the havoc wrought. Many of those taken ashore were seriously injured, and more than a score died after they were removed to Cork and Queenstown hospitals. A long line of stretcher bearers marched from the piers as tugs and trawlers arrived. The people of the Irish city opened their homes to those who had been saved and everything possible is being done for their comfort.

Probably no event of the war has caused such intense excitement in London as the sinking of the Lusitania. Enormous crowds surrounded the offices of the Cunard line all night, scanning anxiously the bulletins received from Queenstown. The company announced that an accurate list of survivors would be compiled as speedily as possible, but that the immediate needs of those saved were being given first attention. The press of London expresses intense indignation at the tragedy.

MANY PROMINENT AMERICANS AMONG LUSITANIA'S MISSING

NEW YORK, May 8.—Many persons notable in the business or social life of New York city were among those whose names were missing from the list of survivors of the Lusitania made public by the line here and at Queenstown.

Of those not reported as being saved Alfred G. Vanderbilt is one of the most widely known. Inheriting the bulk of the estate of his father, estimated at \$70,000,000 to \$100,000,000, he is one of the most wealthy men of New York. Mrs. Vanderbilt at her home here was trying to obtain any news that might show that her husband was saved.

ELBERT HUBBARD MISSING.

Elbert Hubbard, editor of the Philistine, author of essays and publisher at East Aurora, N. Y., is known throughout the country as "Fra Elbertus." He intended to conduct an investigation of the war and was accompanied by Mrs. Hubbard.

Charles Frohman, theatrical manager and producer, whose name had not been included among the survivors, was another passenger. He was accompanied by Justus Forman, playwright and author.

Charles Klein, one of the best known American playwrights, also accompanied Mr. Frohman.

Among others whose names had not been included in the list of survivors were:

EXPLORER STACKHOUSE ON LINER.

Commander J. Foster Stackhouse, the British explorer, and head of the proposed British antarctic oceanographical expedition, which contemplated a seven-year trip to chart the southern seas. Commander Stackhouse came over here last summer to seek the assistance of Americans in the enterprise, and purchased the exploring ship Discovery for the purpose. The fruition of the expedition was delayed by the war.

NEWPORT NEWS MAN MISSING.

Dr. F. S. Pearson, a well known American engineer, also one of the Lusitania's passengers, was associated with Commander Stackhouse as one of the backers of the expedition. Dr. Pearson, who was accompanied by his wife, was well known in New York as a financial factor in Mexican railroad and electrical power enterprises.

A. L. Hopkins, president of the Newport News Shipbuilding Dry Dock Company, who was said to have gone abroad on a business trip in connection with shipbuilding.

C. Cheever Hardwick of East Orange, N. J., of the firm of Burr & Hardwick, importers.

Gerald A. Letts, an importer and dealer in antiques.

Herman A. Myers, head of the feather importing house of H. & E. and S. Myers.

Herbert Stuart Stone, elder son of the general manager of the Associated Press, is another American passenger not accounted for. Young Mr. Stone was well known as the one-time head of the book publishing firm of H. S. Stone & Co., and the founder and editor of the Chap Book and the House Beautiful, two successful magazines.

CUNARD LINE MANAGER EXPRESSES HIS SORROW

Voices Sympathy for Friends of Americans "Murdered by German Submarines."

LIVERPOOL, May 8, 1:55 p.m.—Alfred Booth, manager-director of the Cunard

Steamship Company, made the following statement today:

"I desire to send my heartfelt sympathy, wherein all the Cunard directors and managers join, to relatives and friends of the American passengers murdered by the German submarines."

"I am certain the whole civilized world is at one in grief for the sorrow and suffering caused, and in loathing for this treacherous attack on innocent lives, so many of whom were women and children."

"Every possible step is being taken to relieve the immediate wants of the survivors at Queenstown after their terrible experience."

Mr. Merchant

If you buy advertising space simply by what it costs you can get plenty of it at lower rates than The Star's. But if you buy based on circulation and the results produced, the rates of The Star are the lowest in Washington or any place else that we know of. This is the reason that The Star frequently carries more advertising than all of the other Washington papers combined.

WEEKLY CIRCULATION STATEMENT

1915	
Saturday, May 1.....	70,380
Sunday, May 2.....	53,120
Monday, May 3.....	74,936
Tuesday, May 4.....	71,757
Wednesday, May 5.....	72,059
Thursday, May 6.....	71,528
Friday, May 7.....	74,292*

AFFIDAVIT.

I solemnly swear that the above statement represents only the number of copies of THE EVENING STAR and SUNDAY STAR circulated during the seven days ended May 7, 1915—that is, the number of copies actually sold, delivered, furnished or mailed, for valuable consideration, to bona fide purchasers or subscribers—and that the copies so counted are not returnable to or do not remain in the office unsold, except in the case of Sunday papers sent to out-of-town agents, from whom a few returns of unsold papers have not yet been received.

PLEMING NEWBOLD,
Business Manager,
The Evening Star Newspaper Company.
District of Columbia, ss:
Subscribed and sworn to before me this eighth day of May, A.D. 1915.
(Seal.)
E. E. RAMSEY,
Notary Public.